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# TORQUE TUBE

THE NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB



VOLUME XIII • NUMBER 3 • JANUARY / FEBRUARY 1995

BUICK  
1937  1938



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## The 9th Cylinder

This is the third issue in our 1994-1995 publishing year which ends August 31st. Our paying membership has dropped from 474 to around 400. This should increase when I mail out a reminder notice soon to those who did not renew.

It's been two years since the new team took over from former editor **Bill Olson** (#427). We've learned a lot about producing a magazine during this time. Because all the mail comes to my home, it is more efficient for me to assume both the Advertising and Roster Editor roles. So now the **Torque Tube** is written by me based on members input. I also take care of renewals, advertising and sending out requests for information. After the magazine is written, I take it to our Art Director **Dug Waggoner** (#10) who designs the magazine's look and style. Dug produces "camera-ready artwork" and sends it to **Bill Olson** in Ohio. Bill checks it, then takes it to the printer and mails the overseas issues. Our new masthead (bottom of page 2) reflects these changes. When necessary, I know that I can turn to team member **George Canavan** (#806) for marketing advise, **Jim Flack** (#499) for help with the Roster data base software, **Don Micheletti** (#250) for technical help and **Wayne Chan** (#140) for interesting articles.

Thanks guys for helping keep this great **1937/1938 Buick Club** going.

**Bill Olson** will be retiring at the end of March, but will continue as our contact with the printer. Bill, speaking for the entire club we thank you for all your help.

The November/December issue was mailed at the end of January. We were a month late! Don't worry, we have not dropped anybody from our mailing list and you will get your **Torque Tube**! It's just that this is a volunteer effort and Art Director Dug Waggoner's paying clients come first. This will probably happen again.

Al Wieling of Clarkston, Michigan sent in a newspaper clipping about the death of General George S. Patton in a 1938 limousine shortly after the end of WWII. It was a Cadillac, not a Buick. An Army truck turned in front of the limo, taking a large chunk from the front of the car. The 19 year old Army driver only had a bump on his head, but Patton, the four star general and hero who had survived two World Wars, was not so lucky. The impact sent him flying, striking his forehead. He was conscious but paralyzed from a broken neck. A second passenger, Major General Hobart Gay, was unharmed. Twelve days later, Patton died.



FOUNDED IN 1980 BY DAVE LEWIS



Longtime member **Thom Schuttish** (#6) took this photo of two good looking 1938 Century Slant Backs. A gray model 67 four door Sport Sedan, on the left, and a black 60C four door Convertible Sport Phaeton. Both have been owned and restored by former member Bob Pipkin of Salem OR.



**Saul Hoffman** (#666) spotted this Sudan Blue 1937 Buick Slant Back Sedan Model 47 at the Reno, Nevada airport. It was on loan from the National Auto Museum in Reno.

While working on a '38 Buick in his garage, a member reported an experience that really frightened him.



**mistake**). Without thinking, he rested his head on the accelerator pedal which turned the starter on, pushing the car into the back of the garage. Luckily there was no damage or injuries, but it sure shook him up. So the simple lesson learned was:

**Disconnect the battery before working on the wiring. Period.**

## ≡ TORQUE TUBE ≡

The **TORQUE TUBE** is published bi-monthly for the enjoyment of the 1937-1938 Buick Club. Membership dues are \$34.00 per year US, \$35.00 (USA) per year Canada; \$48.00 per year in Europe and South American and \$57.00 per year all others. All issues are mailed First Class and Overseas issues are mailed Air Mail-Printed Matter unless Surface Mail, at \$35.00 per year, is requested. All memberships run September 1 to August 31 of the following year. Persons joining during the year will receive all back issues from September 1. All payments must be in U.S. funds. Please make your check payable to the 1937-1938 Buick Club.

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This 1937 Century Model 61 (top) was purchased in 1992 by **Charles Ross** (#1015) of Warwick, R.I. The car had been neglected and so Charles had to do a lot of work just to get it looking nice and running again. Last Spring he won a first and third prize in two different shows.

Charles says he is having a ball working on, driving and showing this fine automobile.

**Christian Simon** (#1062), our only Swiss member owns this gray 38-61 Century 4 door sedan. He says everything is rusty under that pleasant looking skin (middle). Christian is going to spend a day in the archives of a publishing company in Bern searching for information and photos on 1937 and 1938 Buicks to share with the Club. Viel Glück Christian!

An article in the December 29, 1994 issue of **Old Cars Weekly** reported on Collector Car Auction Trends. One of the trends is an upswing in interest in 1937 to 1949 cars. The article states: "For example, while in the past a '37 Buick would excite buyer interest only if it were a convertible model, now even a decent example of a Special Series 40 four-door sedan will prompt a spir-

ited bidding battle. We look for prices to go even higher on vehicles from this time span."



If you need your **Gas Tank Sending Unit** rebuilt, I'd recommend **John Wolf & Co., Inc.**, 4550 Wood St., Willoughby, OHIO 44094, (216) 942-0083. The rebuild cost is \$73.50 includ-

ing return postage. Mine came back looking and working like new. They also repair/rebuild other GM instruments including temperature gauges and speedometers.

This photo (bottom) of **Larry Hale's** (#1070) beautiful black 1938 Roadmaster Formal Sedan Model 81F was taken at the BCA Nationals in Atlanta last July. The 81F Formal Sedans all came equipped with a roll-up divider separating the driver and passengers. Four Club members or



former members own this model, **Larry Hale** (#1070), **Randy Unthank** (#986), **Jim Flack** (#499) and **Michael McMillen** (#578). There were only 247 units built compared to 4,505 Model 81 Touring Sedans.

Hasbrouck Heights, N.J. is the home of one of our members **Paul Cusano** (#52) who sent in this photo (top of page 4) of a '38 front bumper and trunk medal-





lions. Both are NOS and have most of the original paint remaining. The bumper medallion has chromed raised **BUICK** letters on a red background. The 8 is black with a red stripe through it. The trunk medallion has the **BUICK** lettering in red with red around and in the 8. Paul says the red looks translucent, like Magic Marker Red on chrome. Thanks Paul.

**Keith Korb** (#1025) of Springfield, MA, reports that he looked at a NOS 1938 bumper badge. Just as Paul reported, this one also had a translucent quality to the red. Keith, a machinist, thinks red Dykem would give good results. Dykem would give a watery red which you would let dry. You would then see red with a hint of the chrome showing through, under the paint. Keith says Dykem can be purchased at a machine supply store. Thanks Keith.

When ever I look at my glove box clock, I like to have it telling the correct time. So I had my clock converted to quartz by **Instrument Services, Inc.** 11765 Main St., Roscoe, IL. 61073 (800) 558-BORG. \$149 plus \$7.50 shipping and handling. 1937 and 1938 Buick clocks were made by Borg. Instrument Services is the exclusive authorized Borg Auto Clock Service Center.

**Geoff Hilliard** (#698) in Melbourne, Australia is the owner of this nice side-mounted 1936 Century Model 61 Fisher bodied Se-

dan shown (middle) at a wedding. He also owns a 38-61 Holden bodied Century and is the fourth owner of this car. The dark blue paint, on the '36,

is still in excellent condition, but the window rubber will be replaced with some from Lynn Steele. He'll also install new upholstery from Hampton Coach. Geoff says the car needs two transmission gears which are unavailable in Australia. They are the First & Reverse Sliding Gear p/n 1291472 (4.417) and the Counter Gear p/n 1289462 (4.421). These

gears were only used in the 1936 Series 60-80-90 cars. Can any member help Geoff with these?

When I'm wiring fog, driving, Trippe or spotlights, I find the best place to get the power is from the lower of the two gas gauge terminals on the back of the instrument cluster. The 6 volts at this point is switched, so that if you should acci-

dentally leave your lights on, they will be turned off by the ignition switch when you turn off the motor. **Otherwise, your lights stay on and drain your battery.**

This white '38 Buick Special with a Holden body belongs to **Max Grant** (#919) in Menton, Victoria, Australia. Max is the President of the Buick Car Club in Victoria.

The proud owner of this beautiful 1938 Special 41 (top of page 5) is **Robert Pruckmuller** (#802). The last **Torque Tube** featured a photo of





another New Zealand 38-41 under restoration by **Laurie Roberts** (#1046). Maybe one day we'll have a story and a photo of both cars side-by-side in the *Torque Tube*.

The 1938-41 (top & middle) was ordered with sidemounts by its original owner and assembled at the G.M. plant in Petone, N.Z. on July 3, 1938. He kept the car until 1953, and the second owner kept it until his death in 1975. The car was stored for 5 years until Robert purchased it in 1980. It's all original and has not been restored. The car sleeps every night in its own carpeted garage! Robert recently finished a brake and bearing job, the only work the car needed in 15 years!

Longtime Club member **Saul Hoffman** (#666) sent in this copy of a framed picture (bottom) that belongs to a friend who recently purchased it in Akron, Ohio. It shows a 1937 Buick and a man by the name of Joe E. Davis. He was a Firestone tire salesman and this was presented to him. Ed. Note the tread pattern.

And one more piece of auto history is shown in this certificate (see page 6, top) that was presented to Buick Salesman C. O. Cline in September, 1938 for having sold and de-

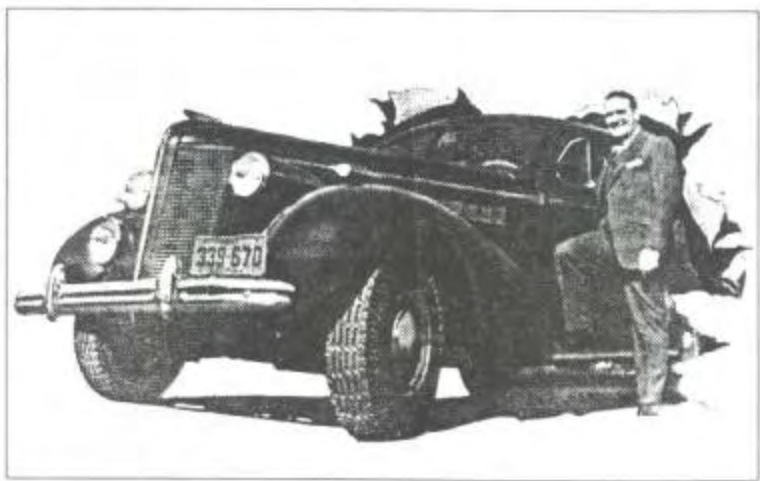
livered fifty Buick automobiles. It was signed by Buick Sales Manager William Hufstader.



Motor number was 4-3572632.



I have the owners manual and Owner's Service Policy with this information on them. There's also an orange Delco battery card, a green Tire and Wheel Balance card, a business reply envelope to H. H. Curtis, Buick's General Manager with a ballot that was to be filled out and mailed, a business card reading "Elect a real prosecutor, I. A. Capizzi" and some pencil notes on anti-freeze and water added on Saturday, October 28, 1939. I would be willing to sell all this if a member owns this car.



As mentioned above, '38 Buicks assembled in Flint have a "1" as the first digit of the frame number. "2" indicates assembly in South Gate, California while "3" was the Linden, N.J. assembly plant. You can also tell where your 1938 Buick was as-



sembled by looking at the Body Number on the firewall I.D. tag. If there is no letter before the number, it is a Flint car, if there's a "C" before the number it was assembled in South Gate, CA or if there's an "L" it is a Linden, N.J. car.

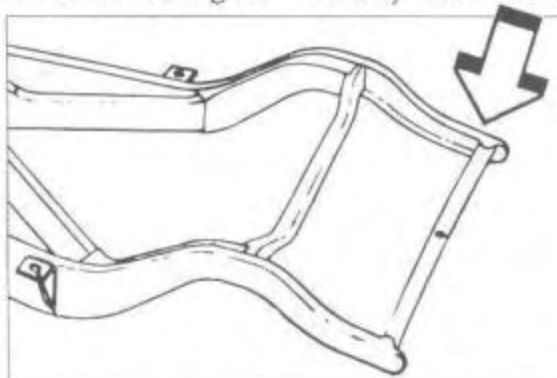
**Lou Wildt** (#245) writes: "All '38 Buicks I've seen

have the serial number stamped on the top of the right frame rail between the rear wheel hump and the end of the frame." And **Bill Denney** (#863) used this tip when I was visiting him in Australia to check against his frame's riveted ID tag as some of its digits were obscured. Our Art Director **Dug Waggoner** (#10) checked his '38 Special's frame number this way. I'm not sure if this works on 1937 Buicks.

**Peter Breitenstein** (#989) sent me a FAX from Namibia. Namibia is on the west coast of Africa and borders Angola and the Republic of South Africa. Peter owns a '38 Century Sedan Model 61 and has just purchased a project car. The car is a 1938 Buick limousine Model 90Lx. The x stands for exported. Buick exported 167 1938-90Lx models. Peter says the car is a basket case, as someone dismantled it and left most of the parts outside, so it is quite rusty. Peter has taken on a big commitment. And as **Ray Lawson** (#16) who also owns a 1938-90L told him, depending on how long he lives, he may get it back on the road!

And speaking of the 1938-90L, in the next issue there will be a story on Queen Wilhelmina of the Netherlands 1938 90L that now belongs to Basil Keir in Sydney, Australia.

The last issue had a technical article on using steel banding strips to make wheel hubcap clips. I just learned that **Bob's Automobilia** is now selling repro hubcap clips. They have also added



intake manifold pilot rings to their inventory.

**Joe Busby** (#846) phoned to ask how to remove the pinion gear from the propeller shaft. Can any member help Joe?

#### 1937-1938

#### EASTERN MEET

The 1995 Eastern Summer Meet will be hosted in Winchester, VA., Au-

gust 11-12 by **Karl and Dorothy Anderson** (#47). You'll tour the beautiful Shenandoah Valley and Blue Ridge Mountains, see a Clarke County Estate, visit a Flea/Antique Market and enjoy the scenery. The host motel is the Holiday Inn in

Winchester. Rooms are either King or with two double beds. They are spacious. A swimming pool is there, also complimentary coffee in the lobby. There are many restaurants within walking distance. The motel is at Exit #313-East off of I-81 (I-81 and Route 50). The rate is

\$49 per night for 1-4 people per room. Check in August 10. Check out August 13.

You are to make your own reservations. A group of rooms will be held until July 27th. Be sure to tell them you're with the '37/'38 **Buick Club**. Also give them the code: **MBA**. Their phone number is: (703) 667-3300.

Note: Winchester is about 75 miles west of Washington, D.C. Some of you may want to come early or stay later to sightsee. Also, the AACA Founders Tour starts August 13 in Fredrick, MD. That's about 60 miles from Winchester. So you can attend both meets if you want. Any questions? **Contact Karl or Dorothy Anderson, Rt. 3, Box 6195, Berryville, VA. 22611. Phone (703) 955-1026**

*Harry*



The front and back covers feature two 1937 Special Model 40C Slant Back Convertible Sedans. The one on the left with sidemounts has had an award winning restoration and belongs to **Jack Frank** (#739) of Maytown, PA. The one on the right is an original unrestored, low mileage car belonging to **Andy Diem** (#852) of Washington, D.C.

# THE CAR OF MY DREAMS

By Ted Masilian (#883)

When I was a teenager, I owned a 1936 Buick Limited 4 door sedan with twin sidemounts. I only had it for a short time and had to sell it because I couldn't afford to drive it. It loved gasoline. I always said that someday I would own another one.

I looked around and called a few places, but never found one in my price range. So in 1989 I settled for a 1938 Special Model 41 4 door trunk back sedan with dual sidemounts.

Surprisingly it had only a little surface rust considering it spent all its life in Wisconsin. After making a deal with the widow of the original owner, my son and I brought it back home to Racine, WI.

Everything worked except the radio, which I later had repaired. The odometer read 36,000 miles, but the lady couldn't verify that was the original mileage. The original color was black and it had been repainted black

once with enamel instead of the original lacquer.

The sidemounts still had the original tires in them, complete with all the hardware and locks. I drove the car the rest of the summer of '89. I could never get it started unless I jumped it with a 12 volt battery which I kept in the trunk at all times. I started the long and tedious job of restoring the car that winter. I was not retired then, so I didn't get too far with the project.

My shop is a 32' x 40' cement block building. It even has a hydraulic hoist in the floor. Also it is very well equipped. I have just about everything I need to restore my cars.

I sent the engine out to Mick's Auto Parts & Service here in Racine for all the machine shop work. I must say they do a very good job. The car is bored .020 over and .010 under on the crank shaft. I assembled the



engine completely and had it ready to run by the time I retired in 1991.

Then I rebuilt the transmission with all new bearings, cluster gear shaft, reverse idler shaft etc. Next was the rear end. I installed all new bearing, wheel cylinders, brake shoes, drums turned and new rear shocks plus new rubber bushings for the stabilizer bar. I also installed a new universal torque ball kit and repaired the emergency brake assembly.

The complete front end was rebuilt. It needed everything. After laying out all the old front end parts, I would say this car had 136,000, not 36,000 miles on it.

Next, I stripped everything off the floor pan, inside and underneath. I did find a few pin holes in the trunk area and repaired them. I coated the floor pan inside and out with Extend, then painted and undercoated it. I installed all new floor insulation and glued it in place.

I removed the dash and everything that was wood grained and had a friend redo it. I sent the steering wheel to the J.B. Donaldson co. to restore (*they did a beautiful job*). I also had the gas tank and radiator boiled out, cleaned and repaired. The bumpers, bumper guards and grille were replated.

I needed a set of running board stainless trim. A friend had a NOS pair for a Roadmaster. He gave them to me and I cut them to the proper length and put them on my running boards. This turned out great. (*Ed: See the Ad on page 28 for a company that makes repro running board strips*)

Also, I was lucky enough to be given 3 NOS 1938 Buick hubcaps by noted antique car collector Bob Adams shortly before he died.

By 1992, I had the car back together and ready to drive. It runs and handles beautifully. I drove it in the 4th of July parade. It's a pretty big parade, about 6 miles long and takes about 3 hours to finish. It was hot that day. About a third of the way I noticed the temperature gauge reading 200 degrees. All of a sudden the car stopped. I was really embarrassed. I assumed that it vapor locked,

so I didn't bother to open the hood and check it out. A friend was in the car ahead of me so we hooked a tow strap up and he pulled me the rest of the way. Periodically I tried to restart the car but it would not run. By the end of the parade it cooled off to about 100 degrees and still would not start. We pulled over and opened the driver's side hood and choked it. It was getting plenty of gas. Next we opened the passenger side hood. And there was the problem. The coil wire had fallen off! I was really embarrassed and took a lot of kidding.

In 1993, I again entered the car in the 4th of July parade. Two blocks from the end the car stopped. This time it WAS vapor locked. Even after it cooled it would not start. We gave it a pull and it started and has been running fine ever since. My car has a 180 degree thermostat. I should have a 160 degree one but couldn't find one at the time I rebuilt the engine.

During the engine rebuild, I sent the block out to be rebored. The block came back cleaner than when it was first cast. I replaced all the core plugs. I had the radiator cleaned, boiled out and rodded. I even had the heater core boiled out and cleaned.

I filled the radiator with a 50-50 mixture of anti-freeze and distilled water. I also rebuilt the water pump and used a NOS bypass valve and housing. I rechecked the valve and ignition timing several times. I'm sure the car couldn't be any better. The engine is very smooth running, no shaking or misfiring etc. In normal driving, the temperature is around 180 degrees. When idling it climbs to a little over 200 degrees.

I can only think of two things wrong, the 180 degree thermostat is too hot for summer driving or the engine with only 600 miles on it since the rebuild is still tight. I'm now trying to put on more miles on it.

(*Ed: You might want to check the diameter of your fan pulley. My 1938 Century had a 7" diameter fan pulley on it when I bought it. It bolted right on and looked proper. The correct diameter is a little over 5", so the water pump was not turning over fast enough. Changing it helped cure my overheating problem*).



# MY OLD FRIEND

By Bill Rose (#708)

I purchased this 37-40C with its original Bengal Brown paint for \$45 in 1952. My wife used it as a second car. In '59 the engine threw a rod, so I replaced it with one from a low mileage sedan. We drove it until the early 60's, then stored it.

In 1965, my wife Joanola and I moved from Glendora (near Los Angeles) in Southern California to quaint Mill Valley (near San Francisco) in Northern California. I decided to drive the car the 500 miles (800km) to its new home.

The car did not have a top at that time and I got caught in a snow storm while going over the "Grapevine." So I draped and taped a plastic cover over the roof bows, but I was still plenty cold. The windshield wipers could not push the snow off the windshield, so I drove with my head out the window so I could see. I started out with 8 tires (4 on the ground) and then was only able to reach Bakersfield.



I checked the tires when I left and the treads looked good. I did not think about the rotted old sidewalls. I picked up some surplus military tires and was able to complete my long journey. In the middle

photo we see my wife Joanola, my loyal supporter. I stored the car until I retired in 1989. I was born on August 22 and I was reborn on August 22, 1989 when I had bypass surgery. Redoing the old Buick was

fun at times, disheartening at other times, but parts were expensive all the time. It is now 99% complete (see bottom photo). I only need to install the sidemount covers and add the wheel

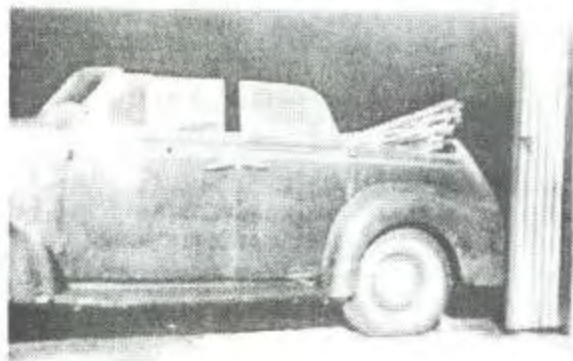


striping to finish the job. I enjoy driving around town in the old Buick. I get lots of smiles, waves etc. She rides better than many new cars. The motor is smooth and feels powerful.

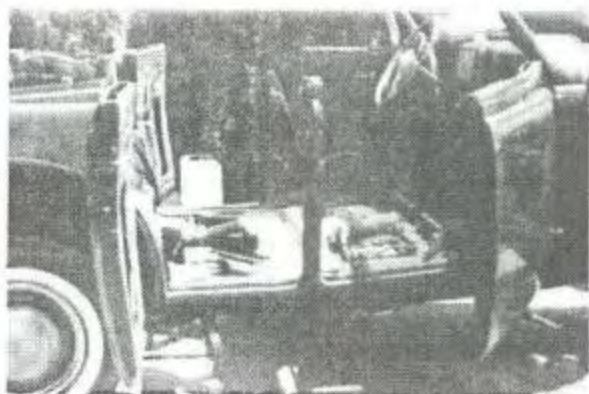


**The gas mileage is lousy but I love my old Buick!**

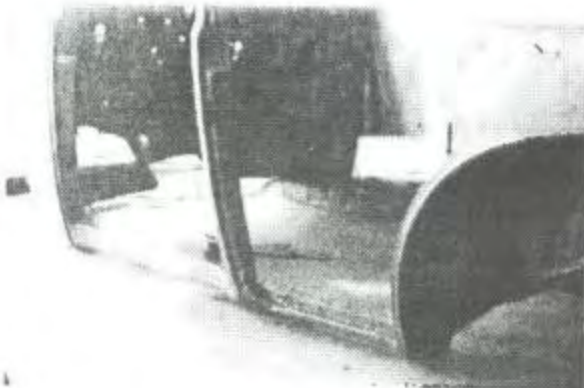
# HERE ARE SOME OTHER MEMBERS



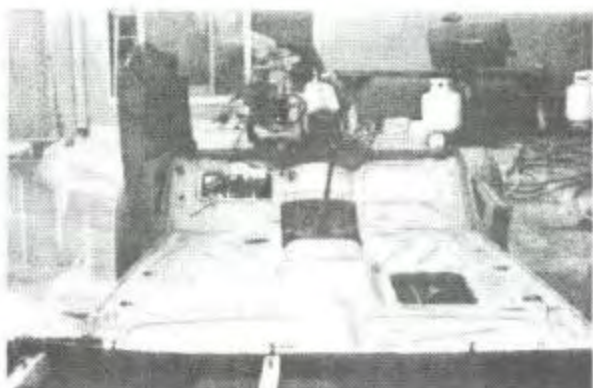
*Shortly After Purchase--1971*



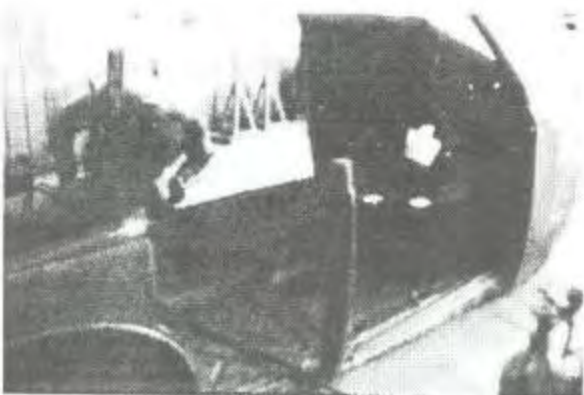
*Closer Examination Revealed Serious Floorpan Rust--I've Learned To Not Fear Rust....*



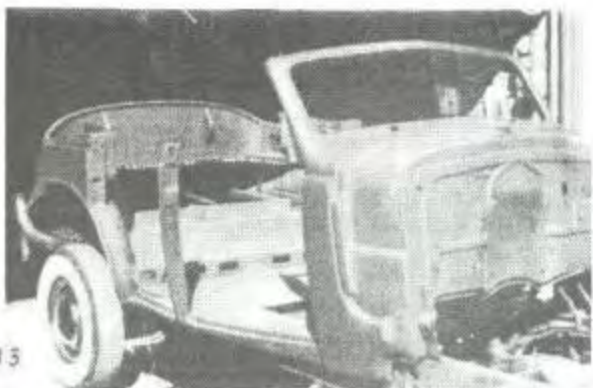
*SEE HOW BAD THE RUST WAS !!!!!*



*Virgin Floor Pan Ready For a "Heart Transplant". I Had To Have An Expert Bodymans Help. This Is Not A Project For The Faint Of Heart !!!!*



*Many Hours on Our Knees--We Used Nearly 300 Pounds of Welding Rod....*



PAGE 13

*Finally Back Into One Fresh Piece ! All The Body And Frame Holes Lined Up !!!!*

**Ken Schock** (#183) was restoring a 37-40C in the early 80's. Here is part of the article and some photos of his car that appeared in an early *Torque Tube*.



# 37-40C CONVERTIBLE PHAETONS



In 1982 **Ken Schock** sold the car to **Ed Bohn** (#199) who lives in San Mateo, CA. (S.F. Bay Area). Ed has done lots of work on the car including painting it black. Ed says the motor needs some work and then he'll have it on the road. Ed also owns a 1956 Thunderbird and a Jaguar XKE.



Buick made 1,689 1937 Special 4 Door Convertible Phaetons Model 37-40C. Twelve club members own this model. New member **Richard Jackson** (#1099) of Rochester, N. H. owns this black 37-40C.



Long time member Lauren Matley (#46) of Vancouver, WA is shown restoring his 37-40C in 1979.



This photo of the restored 40C was taken about 5 years ago. Last year Lauren sold the car. He realized he had made a mistake as the new owner drove the car away. Lauren missed the car so much that he bought a 37-46C Convertible Coupe to restore and replace the phaeton. He calls it his "car in a bucket" project. Hopefully we'll be seeing photos of it soon in the Torque Tube. He is also restoring a '29 Lincoln phaeton (90% done) and a '35 Ford (10% done).



# For YOUTH under the sun



*Buick Special Series Forty-Five Passenger Convertible Phaeton (plain back). Model No. 46-C*

WHEREVER youth gathers, wherever the unclouded sun shines on scenes of thrill-packed action or happy leisure, there you'll find the perfect setting for the Buick Special Convertible.

You can picture its sleek bonnet pushed close to the polo field as thoroughbreds race and mallets click in a final breathless chukker.

You can see it poised with urbane assurance where smart cabanas dot the golden sands.

You can imagine it swooping with buoyant ease up steep mountain trails, top down, so that you can drink in the whole gorgeous panorama of towering peaks.

The college campus, the country club, and the hunt meet will hail its jaunty, carefree comradeship.

Under this long hood, in the trim 100-horsepower Buick Valve-in-Head engine is the impetuous spirit of thoroughbred horsepower, smooth, eager, tireless, yet tractable to the slightest hint.

The gleaming chromium of radiator, wheel, lamps, and louvers, the massive door handles, the smartly sloped windscreen—all accent the long, low lines of the colorful body.

The top folds easily and neatly back, while windows disappear into doors to give unhampered freedom. Just as quickly, they come back again to provide snug comfort on cool nights.

Upholstery is genuine leather. Bedford cord, or novelty cloth. And all the fittings have a swank and youthful flair.

Seats are wide, and there is ample legroom even for six-footers in both front and rear compartments. A jumbo luggage compartment takes care of golf bags, bathing suits, traveling bags, or other equipment.

Companions to this Buick Special Series Forty Phaeton are the new Series Sixty and Series Eighty Phaetons, larger, roomier, more powerful; and the Series Forty and Series Sixty Convertible Coupes.

One of these Buicks is meant for you, if yours is the carefree spirit of youth.



*ABOVE: Buick Special Series Forty-Four Passenger Convertible Coupe (with top down). Model 46-G*

*RIGHT: Buick Series 80C Roadmaster Six-Passenger Convertible Phaeton (trunk back), with top sleekly lowered and fastened. Model 80-C. The car pictured is giving great pleasure to Owner Fred Allen, crack golfer of Rochester, New York, and his fiancée, Miss Dorothy May, shown at the wheel*



This Buick publicity shot of a '37-40C, at the top of this page, appeared in the , 1936 November issue of The Buick Magazine. The price at the factory in Flint without sidemounts was \$1145. With sidemounts and taking delivery at your local dealer would run the cost up to around \$1375. And for another \$20 you could get chromed instead of painted wheels. Has any member ever seen a '37 or '38 Buick with chrome wheels?

# OUR VISIT WITH BILL DENNEY IN AUSTRALIA

By Harry Logan (#651)

My wife Margo (center in photo) and I spent three days with **Bill and Margaret Denney** (#863). They live in the small town of Dunbogan which is 250 miles (400 km) north of Sydney on Australia's eastern coast. They drove us to a different location each day, so we have many good memories of our stay with them including visiting a hospital for injured Koala's. They are slow moving and sometimes get hit by cars.

This is what Bill's 1938 Century Phaeton Model 60C looked like when he found it in a dry creek bed in 1980 (photo at top of page 15). It was missing many parts including the motor! Bill has tracked down most of the missing parts including a 1938 Century motor that had been used to pump water from a well in Western Australia many miles away. Bill removed the body from the frame and has it supported on a

metal framework to keep it from collapsing in on itself (photo at bottom of page 15).

The car was purchased in the States by an Australian war correspondent and his wife. They drove it across the U.S. twice before shipping it to Australia. They drove it with left hand drive for a year before converting to right hand drive. The chevron dashboard was not converted, so the instrument cluster was in front of the passenger and the clock in front of the driver! Bill has found a right hand drive dashboard from an Australian Buick and will make this change. The frame I.D. tag was difficult to read as some of the digits were damaged. But using Lou Wildt's tip, we could read the number off the passenger side of the rear frame, 1-3270553. It is a Flint assembled car. We could also see some of it's original Raphael Green paint!









Bill discovered quite by accident that the wife of the war correspondent was still alive and lived near him. He contacted her and she gave him two photos of the car taken in the States. One photo shows that the car had the French Fold (without an exposed metal frame) rear window just like the original 1938 Special Phaeton featured in the last *Torque Tube*. On the back of one

photo (above) was written "San Mateo 1946." San Mateo is a nearby town, so I contacted **Ed Bohn** (#199) who lives there. (See photo of Ed and his 37-40C on page 10). With a magnifying glass, we could see the house number in the photo was 25. Ed recognized the area and quickly found the house at 25 Ninth Ave. A sign of the times, there's now a drug rehabilitation center next-door.



Here's a matching shot of my 1938 Century Sport Coupe in front of the same house 49 years later!





## Technical TIPS

### RUNNING BOARD TRIM STRIPS



Club member **Jim Campbell** (#134) makes and sells excellent repro 1937 (top) and 1938 (below) running board trim strips. He also makes trim strips for other year Buicks as well. Jim's company is called **Buick Restoration Services, P.O. Box 442, Perry, Michigan 48872 (517) 675-7150.**



### 1938 REPRO SEDAN TRUNK SUPPORTS

This cad plated repro sedan trunk support is sold by **I & I Reproductions, Inc., 15513 Vermont Avenue, Paramount, CA 90723 (310) 531-3096** for 1938-39 Chevrolets, but they bolt right on 1938 Buick sedans. They have a better locking mechanism than the cam and spring used on the originals. (Broken springs are the main cause of trunk support arm failure). They are a 1/4" wider and hold the trunk lid slightly more open than the originals. The cost is \$40 plus tax and shipping. Ask for part number TS08-Z. I & I also makes 1938 coupe trunk support arms.



### 1937 & 1938 IGNITION LOCKS

When you turn on your Buick's ignition, you should feel a resistance as you move the lever from off to on. If the lever moves easily, the 3/16" steel ball just below the switch is probably missing. To find out, just remove the screw and lock washer. Use your free hand to catch the ball, lock washer and screw when they fall out. If it's missing, a 3/16" steel ball from a used set of ball bearings will fix you up.



# FINDING & USING THE CORRECT 1937 & 1938 BUICK DECALS & STICKERS

By Harry Logan (#651)



Fig. 1. Air Cleaner  
(Regular) Series 10

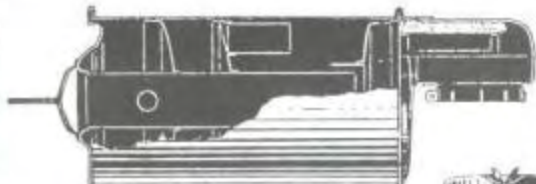


Fig. 2. Air Cleaner, Regular—Series 40-80-50



Fig. 3. Air Cleaner, Heavy Duty—All Series

Buick used a Regular or Dry AC Air Cleaner on most 1937 & 1938 Buicks. They offered an optional Heavy Duty Oil Bath Air Cleaner for dusty areas. All these air cleaners had a decal even though you will not see them on the Air Cleaner pictures in the 1937 or 1938 Service Manuals. The Regular Dry Air Cleaner used this oval shaped decal (*see above*).

This 1938 magazine advertisement (right) shows a Series 60-80-90 Dry Air Cleaner with the oval decal. The decal is red with black at the top and bottom and the word **WARNING** in white. Note the decal on the left side of the valve cover was probably added for this ad photo. All the original 1937 and 1938 Buicks I've seen have the valve cover decal only on the right side.

The newspaper photo, at the top of page 19, shows a 1938 Special chassis with the oval shaped decal on the dry air cleaner.

None of the many Buick books I searched showed a picture of the Heavy Duty Air Cleaner's decal. So I phoned **Del Carpenter of Del's Decals**. Del makes and sells many

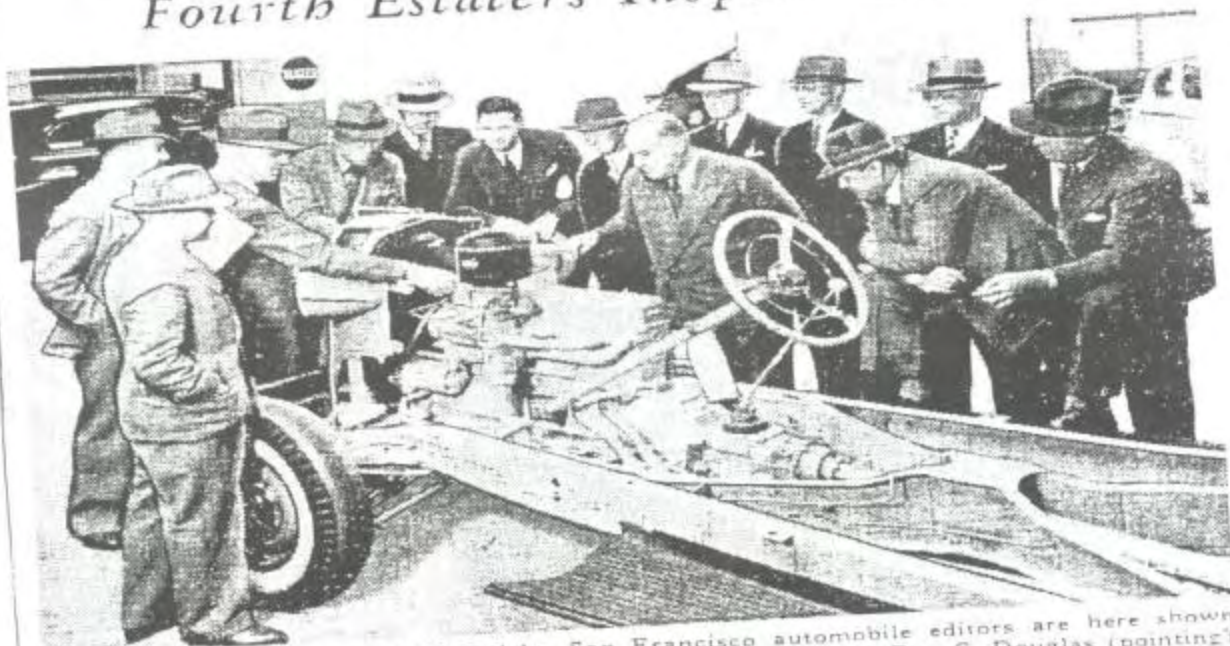


**"Better buy Buick!"**



# IN THE EYE OF THE PRESS

## Fourth Estaters Inspect Chassis



At a press preveue of the 1938 Buicks, San Francisco automobile editors are here shown inspecting a stripped chassis of the new line. Superintendent Roy C. Douglas (pointing) of the Howard Automobile Company is explaining some of the major engineering advancements, the most revolutionary that have been introduced by Buick in years. The new Buick models will be publicly displayed in dealers' showrooms on October 16.

types of Buick decals. He says the correct decal for the Heavy Duty Oil Bath Air Cleaner is this rectangular red and dark blue one (right). Take a look at this photo (below right) of **Bob Hamro's** (#775) unrestored 1937 Limited. It has this decal on the top of its Oil Bath Air Cleaner. The original air cleaner decals were the thin water transfer type which soon deteriorated from engine heat, gas vapors etc. The reproduction decals are printed on mylar film, which should last for many years if properly applied. Del says this is the correct way to apply the decal:

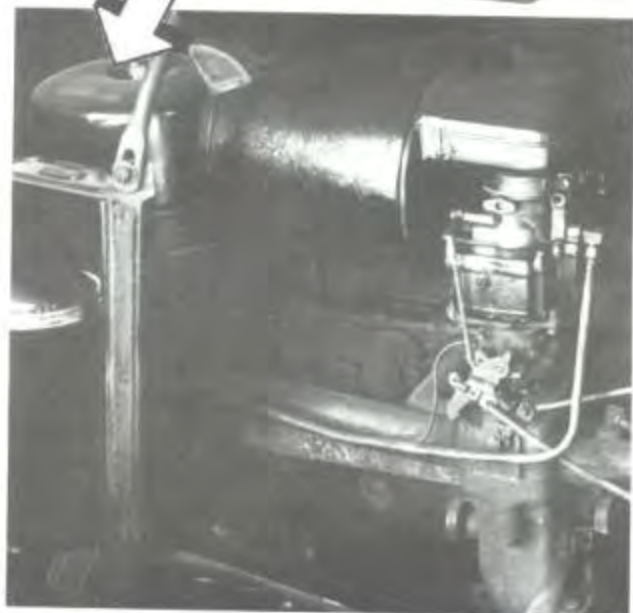
1. Thoroughly clean the air cleaner and repaint if necessary. Most air cleaners were painted semi-gloss black.

2. If the air cleaner has been repainted for some time, clean it with a silicone-wax remover (PreCleanso etc.) and wipe dry with a clean cloth.

3. Trim the decal so about 1/8" of material is left as a border around the lettering.

4. Peel off the paper backing and apply in the proper location. Press on firmly working out all the air bubbles with a clean, dry cloth.

(Ed. All repro decals in this Article are shown actual size.)

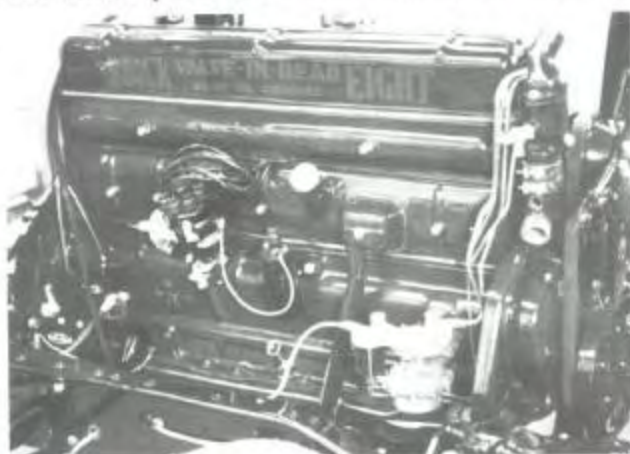




There is always that question about the correct decals when it comes time to re-place or re-paint the Valve covers on 1937 and 1938 Buicks. You have probably been to gatherings of car parts, swap meets, where you are shown and purchased a decal only to find out later it was indeed the wrong one. The top center photo is the correct 1937 valve cover decal for all series cars. The lower left photo is the correct decal for all 1938 Buicks with the three stud valve cover. In late 1938, Buick switched to the two stud cover, eliminating the center stud. The

lower right photo shows a 1940 (also late 1938 and 1939) valve cover. It had two grooves in the center, so a two piece decal was used. The left side of the center grooves had **BUICK 8**, the right side **DYNAFLASH**. The oil filler cap was also changed.

It was taller as it had a mesh filter inside of it and became part of the car's air breathing system. So the air breather louvers on the rear of the valve cover were eliminated. Also, the engine color was changed from the Forest green to gray for late 1938, 1939 and 1940 Buicks.



1937 and 1938 Buicks had four decals or paper stickers when they left the factory. They were on the Air Cleaner, Valve Cover, Generator Terminal and inside of the Glove Box Door. Then the local Buick Dealer might add a Lubrication sticker on the door jam (see far left). Perhaps the most unique was a round red tag (left) that Buick attached to the field terminal of the generator that warned not to connect the radio by-pass condenser (*capacitor*) to this terminal. On the Glove Box Door there were two configurations of Tire Pressure Stickers, as shown at the top of page 21. The 1937 Original paper tire pressure sticker (left) on back of a "Flat Black" glove box door. 1938 Original paper tire pressure sticker was situated on back of a "Dark Brown" glove box door.

Both **Bob's Automobilia** (see ad on page 31) and **Del's Decals**, 6150 Baldwin St., Hudsonville, MI 49426 phone (616) 875-8952 sell reproductions of these decals and stickers.



(continued from page 20)

## ORIGINAL 1937 & 1938 GLOVE BOX STICKERS



# ELECTRIC FUEL PUMPS

By David Bylsma (#117)

Three summers ago I was driving my 1938 Buick Century to a car show. I was cruising along about 65 mph when all of a sudden my car start to spit and sputter. It slowed down to about 20 mph and was not running very well. I took the next exit and stopped at a gas station to check it out.

I let the car idle while I looked things over. I thought maybe a plug wire had come off. But I couldn't find anything wrong and the car idled fine. So off we went again.

The car ran fine for about 20 miles. Then it started running poorly again. I had never driven a car before with a vapor lock, so I was not sure how vapor lock acted. But I have heard vapor lock happens when the car is running hot.

The problem was happening every 20 miles and would last for about 5 miles, then clear up. I finally arrived at the car show 2 hours later than planned. I was now about 150 miles from home and didn't want to chance driving it back with this problem. So I stored the car for a couple of weeks with a friend.

I returned two weeks later with new points,

plugs, condenser, plug wires etc. I changed everything, but again it started acting up as I drove home. I finally arrived home and decided to install an electric fuel pump between the gas tank and manual fuel pump. This helps to get the gas into the carb after the has been sitting for a while and also help prolong the life of the starter.

The next summer I went to more car shows. On the way to one the car started to act up again, slowing the car down to 20 mph. I turned on my newly installed electric fuel pump and the problem went away.

I had the manual fuel pump repaired and then reinstalled it on the car. I have not had this problem since. So the problem turned out to be a bad manual fuel pump.

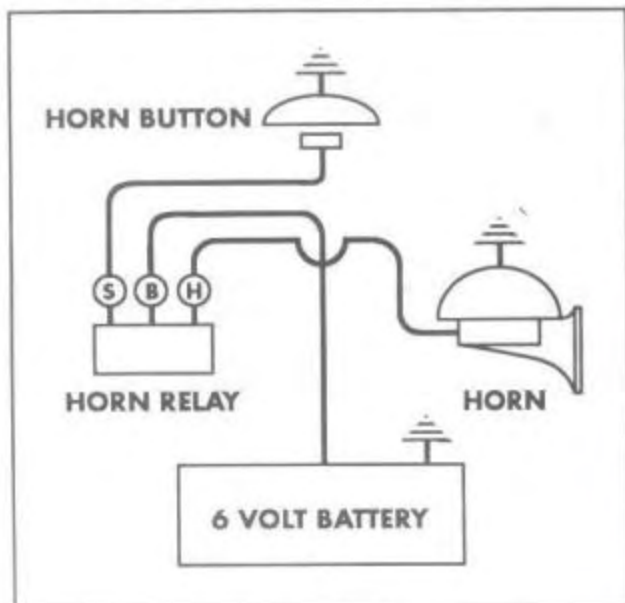
(Ed: 6 and 12 volt electric fuel pumps can be purchased from BCA member Don McKinsey, P.O. Box 94B, Wilkinson, IN 46186. Fixed 4-6 PSI pumps are \$39.50 each. Adjustable pressure pumps are \$65 each. I have a fixed pressure pump in each of my old cars and they work fine. Don says they are the best parade and tour insurance you can buy!)

# WHAT TO DO WHEN YOU'RE HORN DOESN'T WORK

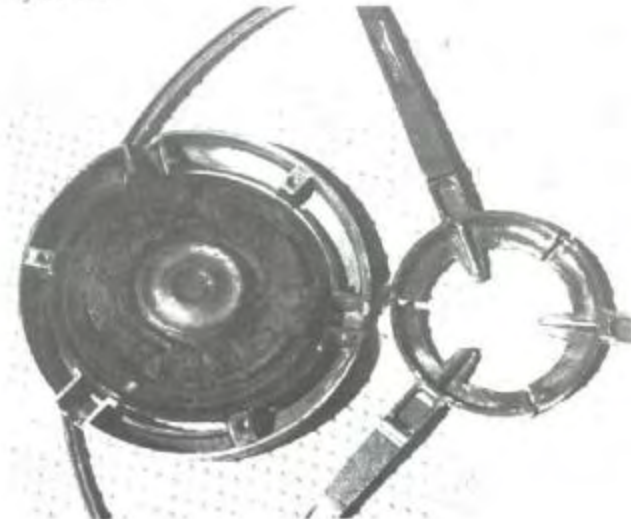
By Harry Logan (#651)

## Do you have any of these types of Horn Problems:

- Do the Horns work?
- Do the Horns work only when you hit some sections of the horn ring?
- Do the Horns work only at some positions of the steering wheel?
- Do the Horns sound when you turn the steering wheel?



Let's first get a basic idea how the horn system works. It's pretty simple to understand and it will help in troubleshooting the system.



The horn ring (*bottom left*) is part of a switch. The other part of the switch is a 3 inch round brass contact plate. There is a soft rubber separator (*insulator*) between the two that keeps them apart until you press the horn ring completing the circuit.

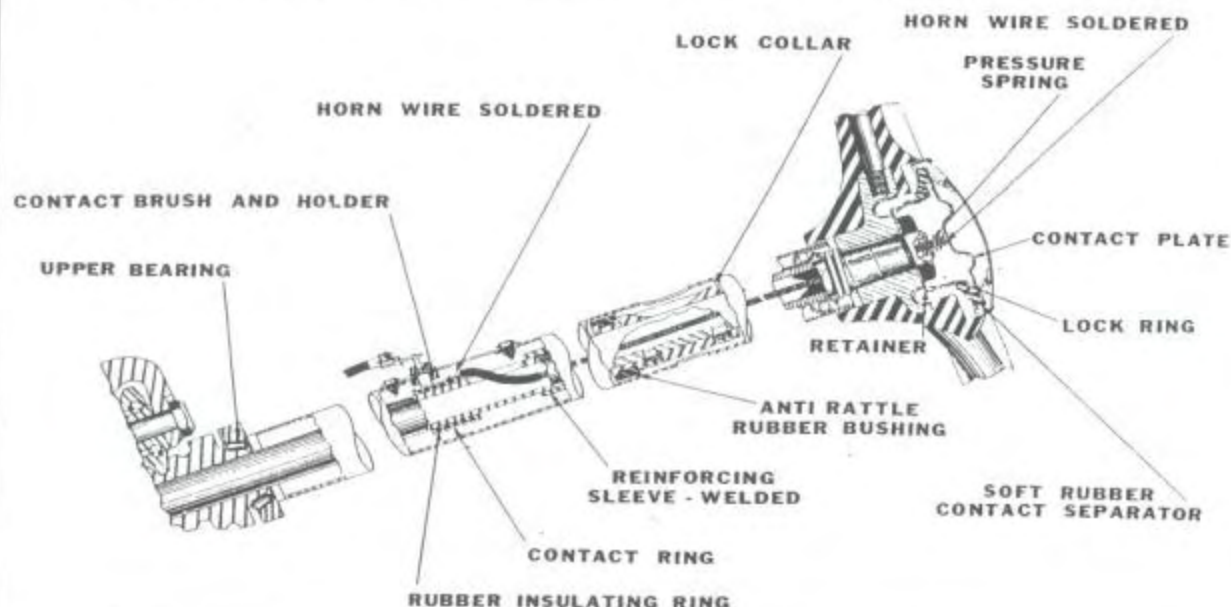


A wire from the horn relay runs up the steering column to a spring loaded brass sleeve that pushes against the brass contact plate. When you push the horn ring, you ground the contact plate and hence the horn relay (*Terminal S*). The center terminal of the horn relay (*Terminal B*) has 6 volts from the battery. Grounding terminal *S* closes the relay and applies 6 volts to the horns to sound them.

Begin troubleshooting by starting in



## STEERING COLUMN DIAGRAM FROM '37 TRAINING MANUAL



the middle of the horn system which is the horn terminal at the bottom of the steering column. Grounding this terminal should sound the horn. First though, be sure you've either disconnected or plugged the horn on the drivers side with a rag. Otherwise you'll get a loud blast in your ear. I stuff the horns with rags and hold them in place by rubber bands. That way I can hear if they're working or not, but my neighbors and I don't get sound blasted.

An even quieter way is to use a multimeter with an internal buzzer for indicat-

ing shorts. Remove the wire from the terminal at the bottom of the steering column, then connect one multimeter wire to this terminal and the other lead to the car's ground. Then hitting the horn ring should cause the buzzer to sound.

*If after grounding the lower steering column horn terminal:*

- **The Horns DO NOT WORK,** the problem is with the wiring, horn relay or horns.

You can test the horns by running a



wire from the positive terminal of the battery to each horn terminal. They should sound. If both horns are OK, check the horn relay by grounding terminal **S** (*The terminal nearest the left side of the car. This is what the horn ring is supposed to do*). If the horns still don't work, then the problem is either the horn relay or the wiring. If the horn relay is working, you should be able to hear it click when you ground the **S** terminal. If the relay is bad, you can easily find a modern replacement.

Modern horn relays are usually silver colored and lie flat when mounted while the original black Delco-Remy relays stood up (at 90 degrees) to the firewall (*see photo on bottom of page 23*). So they look quite different. If you want originality, you can sometimes find used Delco-Remy relays at swap meets and in ads. Then wire brush and repaint them black.

***If after grounding the lower steering column horn terminal:***

- **The Horns WORK, the problem is from terminal up to the horn ring.**

Disconnect the horn wire at the bottom of the steering column and remove the two screws holding the contact brush and holder (*see top photo*).

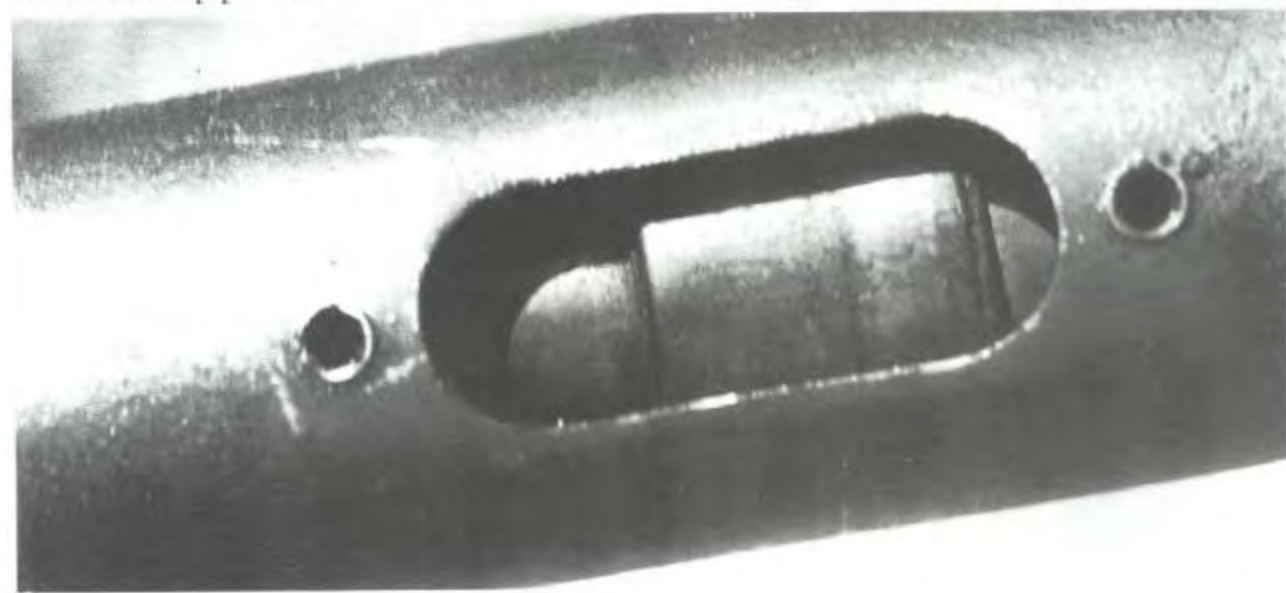


To see if the contact brush is defective, (*see bottom photo*) touch the horn wire to the bright area where the carbon button rides on the contact ring in the steering column. Have a helper push the horn ring. If the horn now works, the problem is with the contact brush and holder.

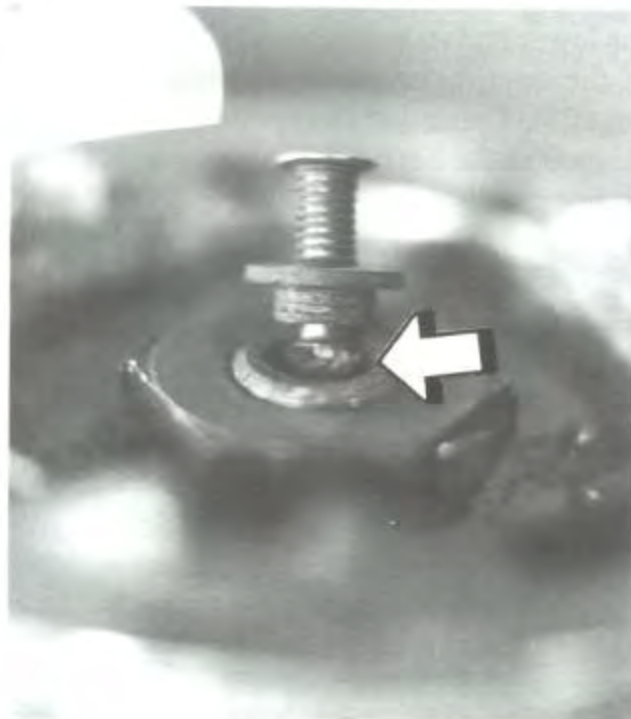
Often these go bad (*see photo above*) because the bakelite brush holder gets chipped or the brush is worn from rubbing on the contact ring. NOS contact brush and holders are rare, so you'll probably have to find a used one with as little wear as possible.

If the horn still doesn't work when the horn wire is touching the contact ring, then the problem is with the horn wire that runs up the steering column or the horn ring/contact plate.

To get at the horn ring and contact







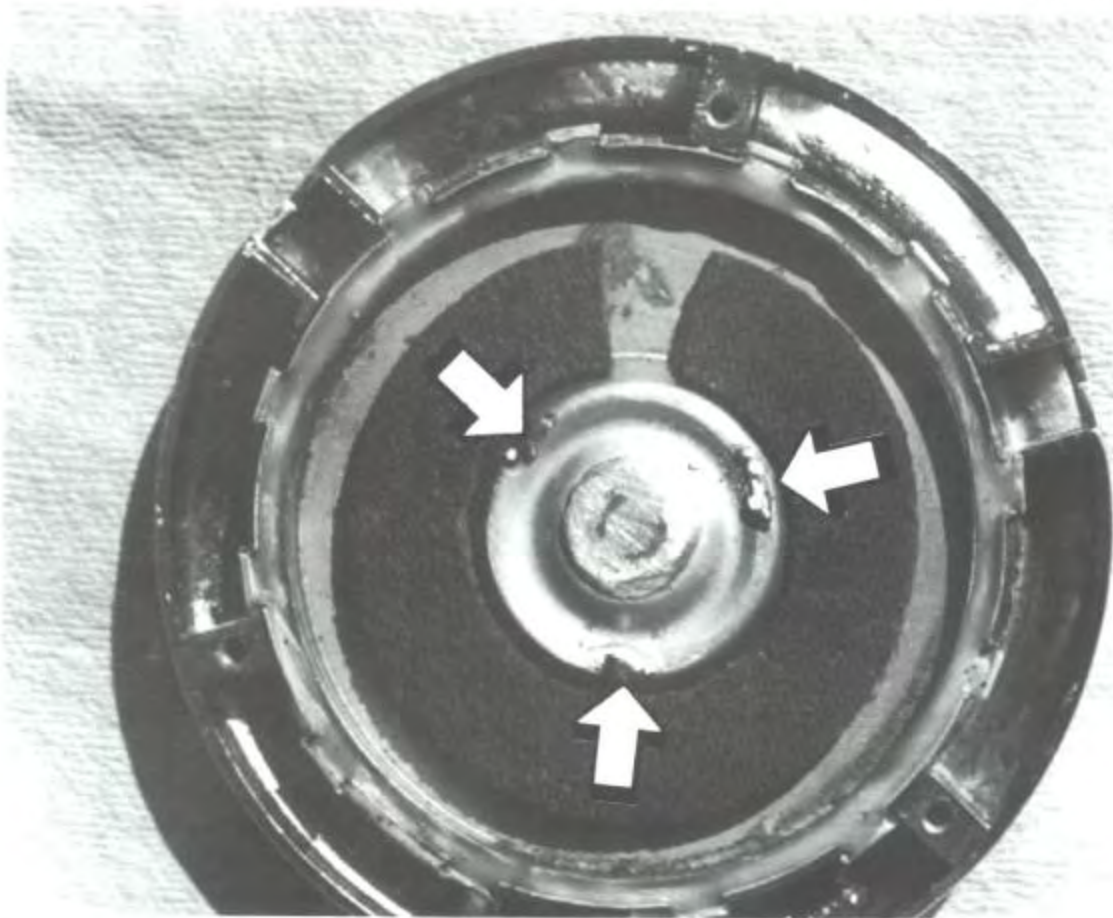
plate, remove the three screws underneath the steering wheel and lift the horn ring off. Check to see if the soft rubber contact

separator is OK. It's a good idea to replace it with a repro one.

The rubber separator is supposed to insulate the contact plate from the horn ring (ground). If your horn sounds when you turn the steering wheel, the problem is probably the rubber separator.

1938 horn rings work the best because the steering wheel spokes have a dip that allows for greater movement of the horn ring. (That's probably why I have seen several 1937 Buicks with 1938 steering wheels). On 1937 or 1940 Buicks for example, the steering wheels have straight spokes, so there is less movement of the horn ring.

Especially on '37 wheels, I have had trouble with the horn not sounding even though you've pushed the horn ring until it touches the steering wheel spokes. Sometimes it depends where on the horn ring you push. Some areas will work the horn and



some won't.

Buick even had a Service Bulletin on 1937 Horn Rings. It says that if the horn ring has insufficient travel to operate the horn from all points on its circumference, you should measure the distance between the spokes and horn ring. It should not be less than 7/32". If it is, check the steering wheel for distortion. In some cases a satisfactory adjustment can be made by rotating the horn ring 120°.

I have had success increasing the horn's sensitivity by placing a small spot of solder (*rosin core, not acid core*) on the brass contact plate where the horn ring passes over it. If the horn is now too sensitive and sounds too easily, file off some of the solder.

Sometimes your horn problem is because someone removed the horn ring in the past and reassembled it with less than the original number of parts.

For example, the end of the horn wire should have a 3/4 inch long brass sleeve with a spring around it and a bakelite washer at

the lower end to keep the wire in the center of the steering column (*see photo at top of page 25*). The end of the spring loaded brass sleeve has the horn wire soldered to it. The spring holds the brass sleeve against the contact plate as the steering wheel is turned.

One car, I worked on, did not have the bakelite washers. Instead, someone wrapped electrical tape around the brass sleeve and spring. I removed the tape, slipped a metal washer over the sleeve and spring, cut a rubber grommet and slipped it around the hole in the washer (*see photo below*). The lower end of the spring now pushed against the grommet, making a good spring loaded horn contact and kept the brass sleeve centered in the column. If the brass sleeve touches the sides of the steering column, it will sound the horn.

But whatever the problem, it's worth the time to fix the horns.

***Remember,  
you gotta be able to  
honk at the girls!***





# NEW Members

**Richard Jackson (#1099)**  
156 Rochester Hill Road  
Rochester, N.H. 03867  
37-40C

**Scott Garing (#1100)**  
5881 Margate Blvd.  
Margate, FL 33063

**Charles Van Vleet (#1101)**  
5045 St. Dixier Ct.  
Sacramento, CA. 95842  
37-41

**Jim Wimberly (#1102)**  
1875 Chester Ln.  
Cambria, CA. 93428  
37-41

**Lindsey Turner (#1103)**  
25 Mac Ghee Rd.  
Poughkeepsie, N.Y. 12603

**Kim Henriksen (#1104)**  
610 Nebraska St.  
Vallejo, CA. 94590  
37-46

**Bob Harris (#1105)**  
1525 N. MacArthur Blvd.  
Irving, TX. 75061  
37-46S

**Jim Thompson (#1106)**  
5493 Farley St.  
Oroville, CA. 95966  
38-41

**John Jackson (#1107)**  
603 E. Archer Ave.  
Peoria, IL. 61603  
38-41

**Paul Thompson (#1108)**  
26409 Red Barn Trail  
Stanfield, N.C. 28163

**Clyde Johnson (#1109)**  
909 McKinley Blvd #5  
Belvidere, IL. 61008

**Fred Schuerman (#1110)**  
6134 Emerald  
Boise, Idaho 83704  
37-46C

## PARTS For Sale

- ◆ 1937 Special or Century Coupe front seat, complete, no tears.....\$150.
- ◆ Opera seats for '37 or '38 Sport Coupe. Complete including seat with hardware, chrome floor rest, back rest and trays seats fold into. Could be used to make a Sport Coupe out of a Business Coupe.....\$500.
- ◆ 1938 Deluxe Heater with Defroster.....\$100.  
Dave Tacheny (#997)  
11949 Oregon Ave. N., Champlin, MN. 55316  
(612) 427-3460

### ◆ From 1938 Special Model 41:

- '38 SPECIAL ENGINE, tired but still runs. 84K on car when pulled, with new clutch, throw out bearing and water pume. Carb, fuel pump, air cleaner and valve cover are incorrect). Will consider parting out if no response for complete engine.....\$350.
- Headlight switch with knob and bezel.....\$ 20.
- Front shocks (rebuildable cores).....\$ 20.
- Complete Instrument Cluster in very good condition.....\$120.
- Set of Rear Springs.....\$ 20.
- Steering column and gearbox.....\$ 80.
- After market radio (maker unknown). Controls mount in dash like the Buick Centerline radio. Chassis mounts to firewall, plays very well. May fit '37 or other GM bodies.....\$ 75.

All parts plus shipping

**Len Mermod (#900)**  
3408 South 256th Street, Kent, WA 98032  
(206) 946-1650 after 5 pm PST



# Parts

# WANTED

**WANTED:** '38 40 or 60 series front bumper without hole in the center for bumper badge. Must be 66 1/4 inches long and in good replatable condition.

**Thom Schuttish (#6)**  
460 Duncan St.  
San Francisco, CA. 94131  
(415) 285-8217

**WANTED:** '37/'38 tire cover "BUICK" emblems for side mount covers. Will trade two '37/'38 sidemount locks or cash.

**WANTED:** '37/'38 original rumble step assembly for bumper & fender. Will trade good complete '37 Stromberg AA-1 carb. (40 Series) or cash.

**WANTED:** '37/'38 U-joint.

**Lauren Matley #49**  
3119 S. E. Spyglass Dr.  
Vancouver, Washington 98684  
(206) 254-1944

**WANTED:** For '37 Roadmaster Sedan 81F

- Hood ornament
- Radio grille
- 2 Windshield wiper transmissions
- Drivers side front door stainless molding
- 3 Cigarette lighters
- Hood (top) stainless molding

These parts are needed for "Big" Series Roadmaster. Most body parts from the smaller Special and Century Series are not interchangeable.

**Preston Turner (#718)**  
514 E. Main Street  
Washington, NC 27889  
(919) 946-6651 evenings  
(919) 975-2497 days

**WANTED:** For '38 Special Model 41

- Glove box light (clips on clock)
- Glove box door catch
- Map light switch
- Front clip molding
- 3.9:1 ring and pinion gears from '37 or '38 Century rear end

**Len Mermod (#900)**  
3408 South 256th Street  
Kent, WA 98032  
(206) 946-1650 after 5 pm PST

## BEAT THE WINTER BLAHS LIMITED STOCK

OFFICIAL RED, WHITE & BLUE 1937-1938 CLUB T-SHIRTS

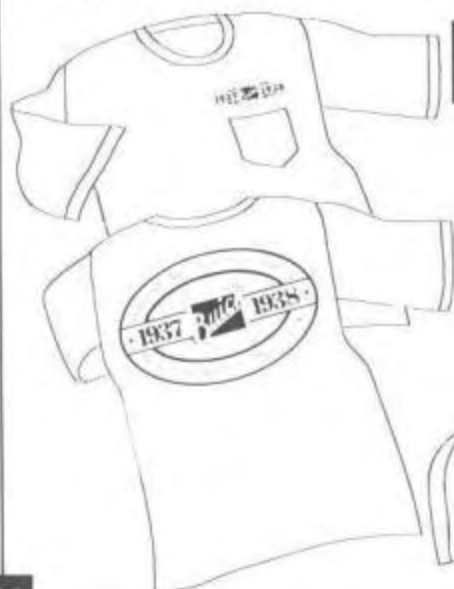
(Lg., X-Lg.) \$12. (XX-Lg) \$14.

CLUB HATS (adjustable size) \$11.

Shipping \$3 per order.

Prepaid orders only please. Profits support the club.

Perfect for mid-winter wear when you can't get out in your Buick!



**Bill Schaeffer (622)**  
2500 S. Fairview Rd. #M  
Santa Ana, CA. 92704



# Cars

## FOR SALE & WANTED



**FOR SALE:** 1938 Buick Special Model 41 Four Door Trunk Back Sedan. Plain fenders, ground up restoration just completed. Titian Maroon, Hampton Coach Interior. This car was spared no expense, redi-stripped, stainless exhaust, professional paint, everything is correct. Too much money invested to admit.

I have owned this car over 20 years.

Must Sell.....\$20,000.

Paul Terpeluk (#519)

10121 Fairlee road

Chestertown, Maryland 21620

(410) 778-6008

**FOR SALE:** 1938 Buick Special 2 door Trunk Back Sedan Model 48. Car has been blasted and primed. No parts are missing. Frame and engine good, Body needs some restoration work..... \$1,800 for car or will sell parts.

Jim Kennedy (#1051)

Office Phone

(201) 447-4640 or

(201) 891-9292 New Jersey

Fax (201) 652-1403

**FOR SALE:** 1937 Buick Convertible Coupe Model 46C. Sidemounts,

Hampton Gray with black top and correct light gray leather interior. Trippe lights, radio, wide white wall tires. Restored. Sharp Car! Call for details..... \$29,000 U.S.

Al Kiernan (#796)

58-318 Kayrueb Ave.

Milton, Ontario

Canada L9T 3M9

(905) 878-7496 after 6pm EST

**FOR SALE:** 1938 Buick Special 4 door sedan. Body is rusty. Many good parts, heater, instruments, glove box, stainless trim, door handles etc.

AND

**WANTED:** 1937 or 1938 Buick Convertible

John Bena (#762)

2389 Rt. 9

Mechanicville, N.Y. 12118

(518) 899-2155

### LITERATURE For Sale

**LARGE SELECTION**  
of original Buick sales brochures,  
manuals, factory photos, etc.  
for all years and models.

Send SSAE with year(s) for free list.

Walter Miller (#1093)

6710 Brooklawn Parkway

Syracuse, N.Y. 13211

(315) 432-8256

RESTORATION



SERVICES

Running Board / Rocker Moldings

1934 thru 1940

SSAE for Information

BUICK RESTORATION SERVICES

P.O. BOX 442, PERRY,

MICHIGAN

48872

# '37-'38 Buick Rubber Parts

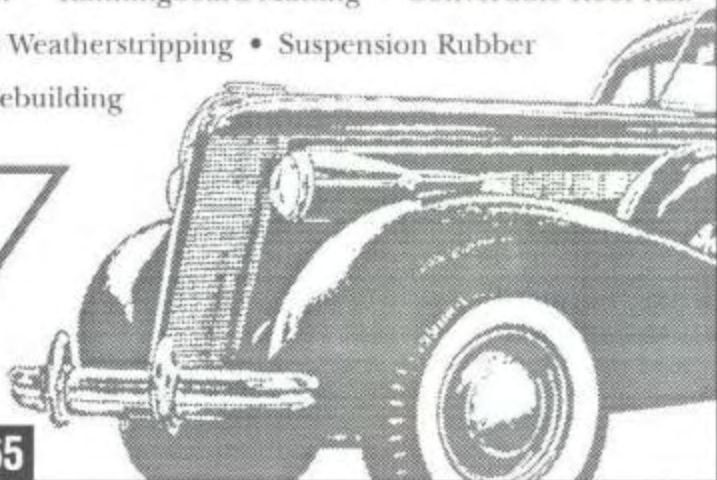
Windshield Gaskets • Vent Window Rubber • Runningboard Matting • Convertible Roof Rail  
Door Weatherstripping • Quarter Window Weatherstripping • Suspension Rubber  
Trunk Weatherstripping • Motor Mount Rebuilding



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480 Page  
Catalog  
Only \$2



**Call Toll Free 24 Hrs. 800/544-8665**

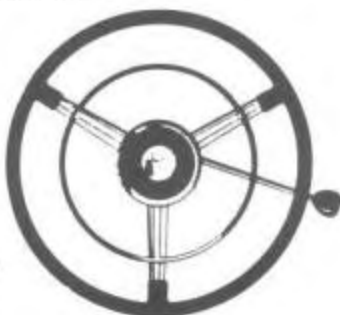


## J.B. Donaldson Co.

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Phoenix, Arizona 85009  
(602) 278-4505

Beautifully Recast  
**STEERING WHEELS**

Thru 1953  
\$2.00 for Brochure. Must Specify Year



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1938 - 1948

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Sacramento, CA 95838  
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DON

JIM



1927  
TO  
1953

## WIRING HARNESSES

AUTHENTIC REPRODUCTION  
WIRING SYSTEMS THRU 1953  
HANDCRAFTED WITH THE  
FINEST MATERIALS  
EACH SUPPLIED WITH:  
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INSTALLATION INSTRUCTIONS  
SCHEMATICS

ALSO OFFERING:  
WIRING SUPPLIES  
BRAIDING SERVICE  
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BOX 435 WAYNE, PA. 19087



# BOB'S AUTOMOBILIA

(805) 434-2963

## 1937-1938 BUICK

### FRONT FLOORMAT

1937-38 All Models

Black or Brown

FF-378.....\$175.



### DOOR WEATHERSEAL-SPONGE

Glue-in.....DW-378.....\$1.70 ft.

Clip-in.....DW-80.....\$3.40 ft.



### DOOR BOTTOM SEAL

Clip Type.....DW-369.....\$1.80 ft.



### TRUNK SEAL-SEDANS, 1/2" Wide;

Ser. 80-90.....TW-371.....\$31.50

Sedans, 3/4" Wide;

Ser. 40-60.....TW-371S.....\$31.50



### TRUNK SEAL For COUPES, 9/16" X 1"

Sponge.....TL-369.....\$2.00 ft.



### CLUTCH and BRAKE PEDALS Series 40-60

Black.....CB-343BK.....\$5.50 ea.

Brown.....CB-343BN.....\$5.50 ea.

Series 80-90.....CB-32BK.....\$7.50 ea.

Brown.....CB-32BN.....\$8.50 ea.



### PEDAL FLOOR SEALS; All Models

.....FS-375.....\$12.50 pr.



### 1937 ONLY! ACCELERATOR PEDALS Series

40-60 Back.....AP-37BK.....\$28.00

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Black.....SB-348BK.....\$ 9.75

Brown.....SB-348BN.....\$14.50



### TIE-ROD ENDS, 1937-38 Series 40

Left Hand THREADS.....TE-371L.....\$27.00

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### FUEL PUMP KITS ;Series 40,FK-24.....\$25.00

Series 60-80-90 (Diaphragm Assy. Req.)

.....FK-116.....\$28.00



### CARB. KITS: CARTER.....CK-360C \$26.00

STROMBERG.....CK-37XS \$26.00



### TORQUE BALL SEAL KIT, All Models

TBK-343.....\$26.00



### 1937 Ser. 40-60 Front Door VENT Window

REGULATORS.....VWR-37..\$65. pr.



### SUNVISOR BRACKETS For 40-50-60 Closed

Cars.....VB-370.....\$45. pr.



### ARM RESTS (door) METAL BRACKET and

SPONGE, not covered.....\$27. ea.



### VISOR "VANITY" MIRROR, VM-379.....\$25. ea.



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1937-38 Series 60-80-90

ENDS \$180. CENTER \$182. VALVE BODY \$195.



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All Models. ALL NEW MATERIAL!

4 Needed Per Running Board,

RI-378S.....Set of 8.....\$160.00



### HOOD REST PADS, 1937-38 6-8 Per Car.

HR-378.....3.50 ea.



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Back of GLASS in COLORS as

Original.1937.....SPEEDO DG-37.....\$38.

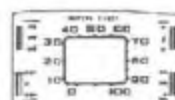
.....RADIO.....RG-37.....\$23.

.....CLOCK.....CG-37.....\$28.

1938.....SPEEDO DG-38.....\$38.

.....RADIO.....RG-38.....\$23.

.....CLOCK.....CG-38.....\$28.



PLASTIC DASH KNOBS DK-37(38).....\$ 6.

PLASTIC DOOR HANDLE and Window

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1938.....DGF-380.....\$5./Set



### DOOR FERRULE INSTALLATION TOOL

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ROUND PADS.....SP-338.....\$10. pr.

MOUNT.....MM-347.....\$28. ea.



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1937 HUB CAPS, All Ser.....HC-37.....\$60. ea.

16" WHEEL TRIM RINGS-TR-16S.....\$89./Set of 4

1937 or 38 HOOD ORNAMENT.....HO-3X.....\$85.

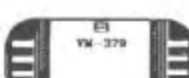


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